

AIRCRAFT RAMP ALTERNATIVE 3



**Key West
International Airport**
Master Plan Update

**FIGURE:
4.26**

operate with a combination of push-back operations on one side of the concourse and taxi-out operations on the other side of the concourse. Such a configuration would provide ten parking positions.

The larger regional jet shown in a dashed line pattern near the west base of the concourse represents a CRJ-700 regional jet. This regional jet has a longer fuselage and was used to properly space the concourse from the nearest taxilane.

The primary advantage of constructing a concourse would be the superior level of comfort and security it would provide for passengers. The primary disadvantage would be its substantial cost to construct. Preliminary construction cost estimates indicate that construction of a concourse would cost approximately \$4.7 million.

4.4.4 AIRCRAFT RAMP ALTERNATIVE 4

Aircraft Ramp Alternative 4 consists of a concourse similar to that proposed by Alternative 3. However, this concourse would be extended to the east in an attempt to maximize use of the available ramp area and maximize the number of aircraft that could be boarded directly from the concourse. This alternative is depicted in Figure 4.27.

As the figure indicates, this alternative would enable a large number of aircraft to park adjacent to the concourse. Hence these aircraft could be boarded via loading bridges. The primary disadvantage of this alternative is the fact that aircraft parked along the north side of the concourse would have to push-back into Taxiway A. This is not a desirable operation since it would hinder the flow of aircraft taxiing along Taxiway A and would increase workload on the part of air traffic controllers. Furthermore, this aircraft parking arrangement would require that unpaved islands between Taxiway A and the existing ramp be paved. This may further complicate existing drainage of the aircraft ramp.

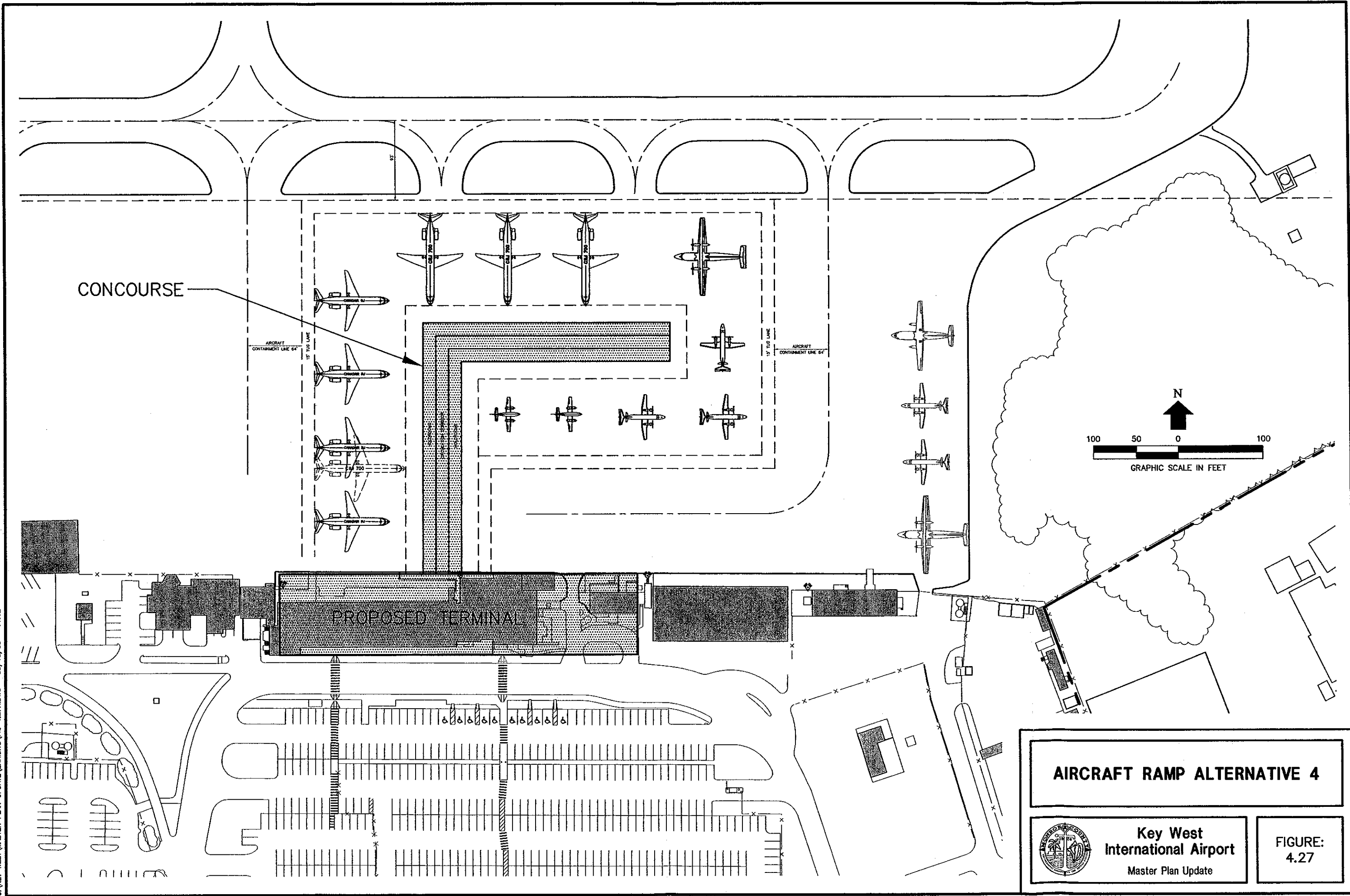
In addition to operational concerns, this alternative would have an even higher cost than Alternative 3. Preliminary construction cost estimates indicated that this type of concourse would cost approximately \$6.9 million to construct.

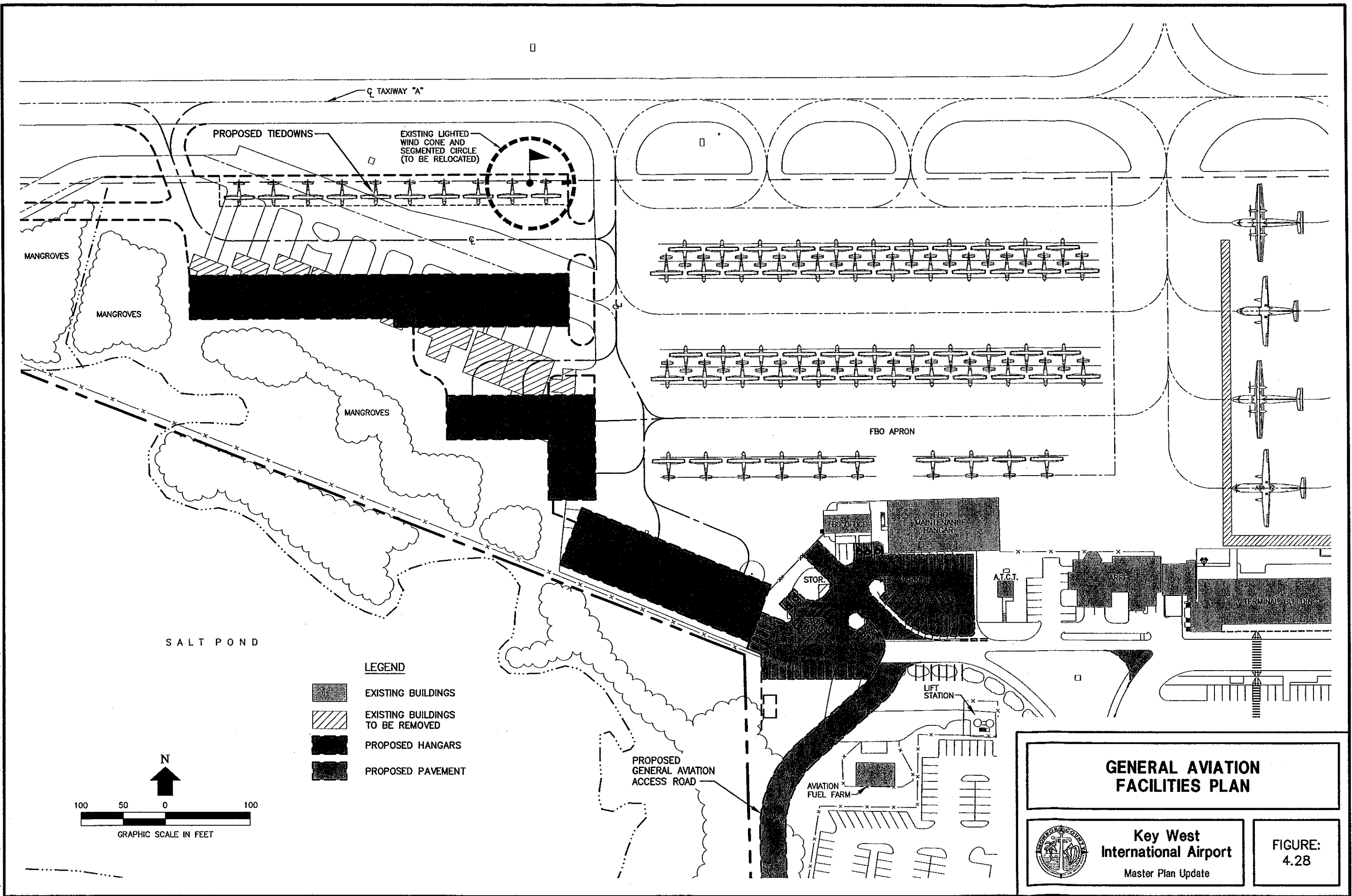
4.4.5 PREFERRED AIRCRAFT RAMP ALTERNATIVE

Consultation with members of the master plan update Advisory Committee revealed that after reviewing the advantages and disadvantages of each alternative there was a strong preference to maintain the existing aircraft ramp operation. Committee members felt the exceptional high cost of the concourse alternatives ruled them out as feasible alternatives. With respect to the walkway alternative, committee members felt that the flexibility and standardization offered by the existing ramp operation was preferable to turning aircraft that would generate prop wash and jet blast back toward the walkway as the aircraft taxied out of its parking position.

4.5 GENERAL AVIATION FACILITIES ALTERNATIVES

Alternatives for providing general aviation facilities were previously addressed through a Hangar Feasibility Study conducted in 1999. That study assessed hangar requirements and formulated a series of alternatives for providing the required facilities. A preferred alternative was selected and has since been refined to meet tenant requirements. The preferred alternative is depicted in Figure 4.28. As noted in Section 3, this project is currently in the planning phase and consists of the construction of open-bay and T-hangars as well as aircraft tie downs.





SECTION 5
ENVIRONMENTAL CONSIDERATIONS

5.1 INTRODUCTION

This section provides a brief summary of environmental review requirements for airport development actions proposed in this master plan study and a discussion of environmental conditions and likely consequences relative to proposed actions. A detailed review and analysis of potential impacts will be conducted in an Environmental Assessment (EA) or Environmental Impact Statement (EIS).

5.2 ENVIRONMENTAL EVALUATION OF AIRPORT PROJECTS

5.2.1 CONSIDERATION OF ENVIRONMENTAL IMPACTS

All airport improvement projects that are considered "Federal actions," or otherwise involve federal funding or approvals, must be examined from an environmental standpoint in order to comply with the *National Environmental Policy Act* (NEPA). Guidance for the FAA's consideration of environmental impacts is provided in FAA Order 5050.4A, *Airport Environmental Handbook* and FAA Order 1050.1D, *Policies and Procedures for Considering Environmental Impacts*. Other federal, state, and local regulations and policies are also integral to the process of considering potential environmental impacts generated by airport development.

For any proposed Federal action, an initial environmental determination that considers the type of action and its potential effect upon the environment is performed. The result of the determination is the selection of one of the following three environmental processes:

- **Categorical Exclusion (CE)** - A proposed action may be considered categorically excluded if it typically does not result in significant environmental impacts and for which an Environmental Assessment or Environmental Impact Statement is not specifically required. A CE may require brief documentation of the project's description and environmental impact potential in order to support its processing as a CE.
- **Environmental Assessment (EA)** - An EA is prepared for proposed actions with expected minor or uncertain environmental impact potential. An EA requires analysis and documentation similar to that of an EIS, but with somewhat less detail and coordination. Depending upon whether certain environmental thresholds of significance are exceeded or not, an EA will either lead to a Finding of No Significant Impact (FONSI) or a requirement for the preparation of an EIS.
- **Environmental Impact Statement (EIS)** - An EIS is prepared for major federal actions, which are expected or known to have the potential for significant environmental impacts. An EIS involves thorough evaluation and documentation of a proposed action's purpose and need, alternatives, affected

environment, and environmental consequences. The study requires coordination with involved Federal, state, and local agencies and the public.

5.2.2 PROPOSED AIRPORT PROJECTS REQUIRING ENVIRONMENTAL REVIEW

Projects proposed for Key West International Airport (EYW) include improvements to the runway safety area (RSA), the runway, and the taxiway. Additional, projects proposed in this plan include a new passenger terminal building, on-airport roadway and access improvements, automobile parking improvements, and additional aircraft storage hangars. Projects that may require NEPA environmental review include the following:

<u>Project</u>	<u>Type of Review</u>
Runway Safety Area Improvements	EA/EIS
Runway 9/27 Extension	EA/EIS

A detailed discussion of projects and thresholds that determine which environmental process is applicable are described in FAA Order 5050.4A, *Airport Environmental Handbook*. Environmental studies, if required, should be prepared well in advance of a planned project.

5.3 ENVIRONMENTAL CONSIDERATIONS

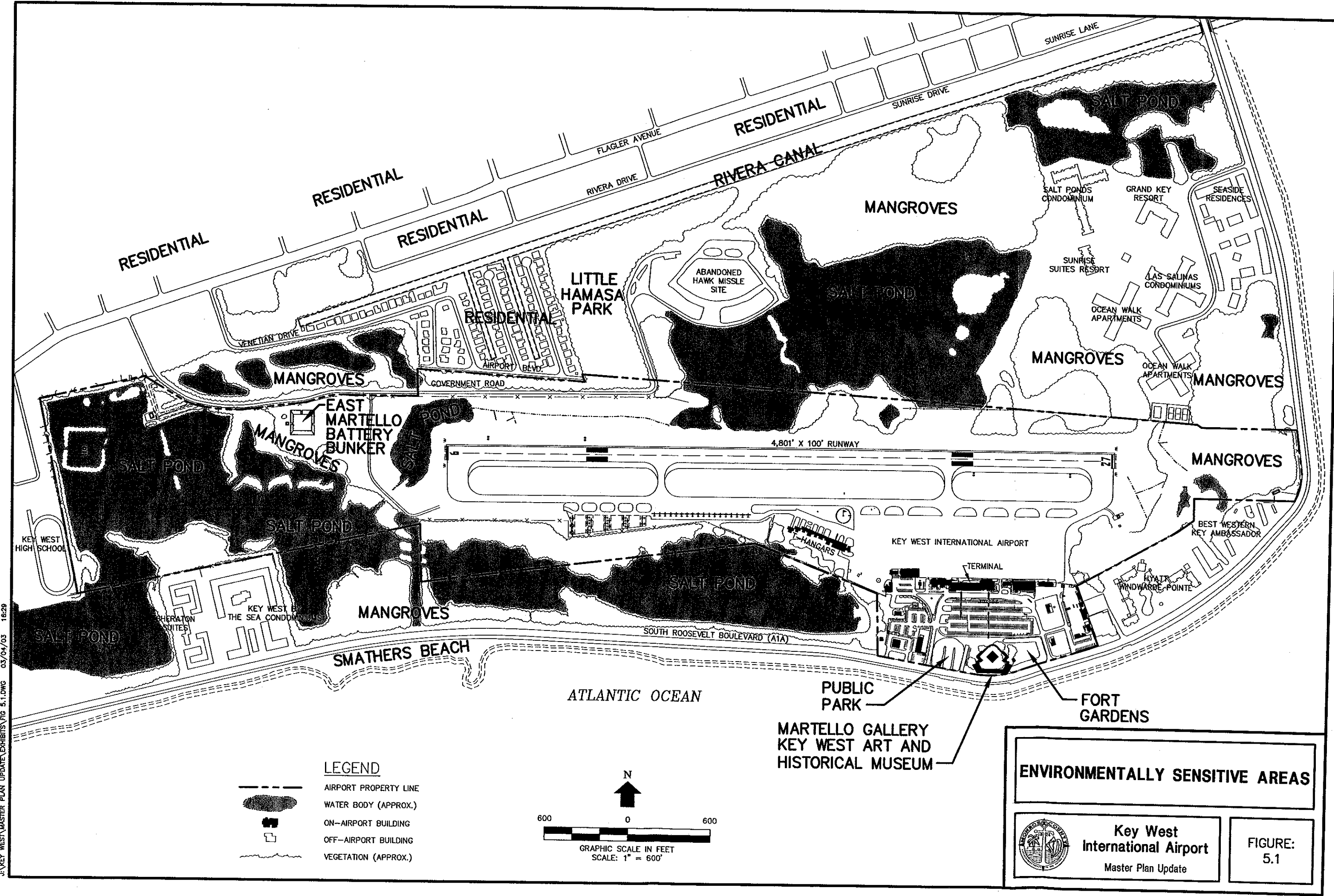
The following environmental impact categories are considered to be most relevant to the proposed projects at EYW: aircraft noise, wetlands, biotic communities, endangered species, water quality, historic resources, and cumulative environmental impacts. Each of these impact categories has the potential to represent either some constraint on future development, or may result in conditions that would require mitigation measures to offset the adverse environmental impact. Figure 5.1 illustrates environmentally sensitive areas on, and adjacent to, EYW.

The following pages briefly describe each environmental impact category and provide a general discussion of likely consequences and the coordination processes. Detailed analysis of each environmental impact category will be performed when an EA or EIS is prepared for a specific proposed project.

5.3.1 AIRCRAFT NOISE AND COMPATIBLE LAND USE

One of the most important environmental considerations related to airport development is that of noise compatibility. Monroe County has addressed aircraft noise issues in accordance with Federal Aviation Regulations (FAR) Part 150, *Airport Noise Compatibility Planning*. The result is the development of Noise Exposure Maps (NEMs) and implementation of a Noise Compatibility Program (NCPs). The airport's Noise Compatibility Program update (commonly referred to as a Part 150 Study) was approved by the FAA in May 1999. The NEMs for the airport are updated annually.

U:\KEY WEST\MASTER PLAN UPDATE\EXHIBITS\FIG 5.1.DWG 03/04/03 16:29



For this Master Plan Update, noise contour maps were produced for the existing condition (based on 2002 operational data) and for the level of activity projected for 2021. The noise contour maps, while not supplanting the official Noise Exposure Maps for the airport's NCP, provide a valuable gauge for anticipating future aircraft noise impacts that may be associated with projects proposed in this Master Plan Update.

The following paragraphs describe the development of the noise contour maps and potential impacts in the vicinity of the airport.

5.3.1.1 Aircraft Noise Metrics

A variety of noise metrics are used to assess airport noise impacts. Noise metrics are used to describe individual noise events (such as a single operation of an aircraft taking off overhead) or groups of events (such as the cumulative effect of numerous aircraft operations, the collection of which creates a general noise environment or overall exposure level). The most frequently used metric at civilian aviation airports is the Day-Night Average Sound Level (DNL).

The Day-Night Average Sound Level (DNL) represents noise as it occurs over a 24-hour period. It is the same as a 24-hour equivalent sound level (Leq), with one important exception: DNL treats nighttime noise differently from daytime noise. The equivalent sound level is the log of the average value of the sound exposure during a stated time period. It is often used to describe sounds with respect to their potential for interfering with human activity. In calculating DNL, it is assumed that the A-weighted levels occurring at night (10:00 p.m. to 7:00 a.m.) are 10 dB louder than they really are. This penalty is applied to account for greater sensitivity to nighttime noise and because events at night are often perceived to be more intrusive.

Values of DNL can be measured with standard monitoring equipment or predicted with computer models. Most aircraft noise studies, and the one conducted for this report, utilize computer-generated estimates of DNL.

5.3.1.2 Noise Prediction Methods

This section summarizes the noise prediction methodology for preparing noise contour maps for current and projected operations at EYW. The FAA's Integrated Noise Model (INM) Version 6.0c is a complex computer program that calculates aircraft noise levels around an airport from user defined input data and internal database of aircraft noise and performance statistics. The input data includes average daily and nightly aircraft operations by specific aircraft type; typical flight path and runway geometry; and average annual runway and flight path use statistics by aircraft category.

The FAA developed the INM as the primary tool for analyzing and evaluating noise impacts from aircraft operations. Its use is prescribed for all FAA-sponsored projects requiring environmental evaluation. The INM contains a set of noise and profile databases that can be modified by the analyst to enable input of data for new aircraft and engine types and to account for specific changes in flight procedures.

The input data used in this noise prediction model are derived from a number of sources including, but not limited to, records maintained by EYW, the FAA, and assumptions made by URS regarding projected aircraft activity levels. Input data for the INM is briefly described as follows.

Activity Levels and Fleet Mix - The average daily number of aircraft operations for the year 2002 and 2021 were the basis for developing noise exposure contours for the airport. The number of aircraft operations (annual and average day) for these years are presented in Table 5.1. The 2002 data reflects actual operations experienced at the airport. The 2021 data is based on the forecast of aviation activity prepared for this Master Plan Update. The operations data do not include military operations since most of the military activity in the vicinity of EYW are overflights to nearby military bases.

TABLE 5.1
AIRCRAFT OPERATIONS FOR INM
Key West International Airport
Master Plan Update

	Annual Operations	Average Day Operations
2002	82,036	225
2021	108,080	296

Source: URS Corporation, 2002.

The make and model of aircraft used in these operations were also identified for the development of a fleet mix. Fleet mix refers to the various types of aircraft that operate at the airport and included specific information such as engine type, FAR Part 36 Noise Stage Certification, gross weight, and distance to destination. Application of the fleet mix to the average-daily aircraft operations figures produced the number of average-daily operations by aircraft type. As fleet mix and aircraft operations data were collected, appropriate aircraft categories were established to reflect activity at the airport by airlines, corporate, and general aviation users. The operation and fleet mix input data for the base year and 2021 are described below. Detailed information regarding input data is provided in Tables E.1 through E.8 located in Appendix E.

Physical Input - Physical input parameters include runway layout, runway utilization, and flight tracks. Input for these parameters is discussed as follows:

Runway Definitions - The existing 4,801-foot runway was modeled for existing 2002 conditions. A 1,250-foot runway extension was modeled for year 2021. The proposed extension assumes a 750-foot extension on the west end of the runway and a 500-foot extension on the east end of the runway.

Runway Use - Runway use refers to the frequency with which aircraft utilize each runway during the course of a year as dictated or permitted by wind, weather, aircraft weight, air traffic control conditions, and noise considerations. The more often a runway is used throughout the

year, the more noise is created in communities located off the end of that runway. Approximately 95 percent of flights at EYW utilize Runway 9 for arrivals and departures.

Flight Tracks - Flight tracks are the aircraft's actual path through the air projected vertically onto the ground. All flight tracks do not represent the precise paths flown by all aircraft utilizing the airport. Instead, they represent the primary flight corridors for the airport. For EYW, a standard left-hand traffic pattern and straight-in/straight-out approaches are utilized. The same flight tracks are used for 2002 and 2021 study years. A summary of flight track assignments is included in Table E.9 located in Appendix E.

5.3.1.3 2002 Noise Exposure Estimate

2002 Noise Contour Map - Noise exposure levels resulting from 2002 operations are depicted as DNL contours in Figure 5.2. The figure depicts noise exposure contours of DNL 65 dB, 70 dB, and 75 dB. DNL contours are a graphical representation of how the noise from aircraft operations is distributed over the surrounding area on an average day of a given year. The 2002 65 DNL noise exposure contour encompasses approximately 0.366 square miles of land. Although most of the contour is over airport property and open water, the contour includes areas of residential and transient lodging land use to the north and west of the airport.

Affected Population - The FAA defines DNL 65 dB as the threshold of noise compatibility with residential land uses. Thus, the DNL 65 dB contour is important for population impact assessments. Based on 2002 data, there are approximately 208 housing units (with approximately 450 residents) in the area between the DNL 65 and 70 dBA noise contours. No housing units will be in an area of DNL 70 dBA and higher. The area of land, by land use; the population; and the number of housing units exposed to noise levels of DNL 65 dB and higher is presented in Table E.10 located in Appendix E.

2021 Noise Contour Map - Noise exposure levels resulting from projected 2021 aircraft operations are depicted as DNL contours in Figure 5.3. The figure depicts predicted noise exposure contours of DNL 65 dB, 70 dB, and 75 dB. The 2021 65 DNL noise exposure contour encompasses approximately 0.415 square miles of land. This is a 0.049 square mile increase from the 2002 noise contour. The contour is generally wider along the length of the runway and shorter on the west end of the airport. This can be primarily attributed to an increased number of aircraft operations projected for 2021, and somewhat quieter engines. Areas of residential land use are still located within the noise contour.

Affected Population - In 2021, there will be approximately 210 housing units (with approximately 441 residents) in the area between the DNL 65 and 70 dBA noise contours. No housing units will be in an area of DNL 70 dBA and higher. The area of land, by land use; the population; and the number of housing units exposed to noise levels of DNL 65 dB and higher is presented in Table E.11 in Appendix E.

5.3.1.4 Land Use Compatibility

The FAA has adopted guidelines regarding the compatibility of land uses with various noise levels measured using the DNL metric. These guidelines are listed in Table 5.2. The development of these guidelines was intended to establish a consistent process for estimating noise compatibility and for considering Federal funding for noise compatibility programs implementation. These guidelines also aid local jurisdictions that have not established land use guidelines with respect to airports and surrounding lands. The FAR Part 150 land use compatibility guidelines are consistent with land use compatibility guidelines developed by other Federal agencies such as the U.S. Environmental Protection Agency (EPA) and the U.S. Department of Housing and Urban Welfare (HUD).

It should be noted that the land use compatibility guidelines do not constitute a Federal determination that a specific land use is acceptable or unacceptable under Federal, state, or local laws. The responsibility for determining acceptable land uses rests with the local authorities through their zoning laws and ordinances.

Monroe County's Part 150 Noise Compatibility Program evaluates land uses within the existing and projected (2003) DNL 65 dBA noise exposure contours for compatibility and identifies strategies to mitigate noise impacts. Please refer to EYW NCP for a detailed discussion of land use compatibility and planned mitigation measures. The NCP implemented by Monroe County includes noise attenuation for noise sensitive structures, land acquisition, and zoning measures to promote land use compatibility.

The proposal to extend Runway 9/27 will require the detailed analysis of noise impacts that may result from increased aircraft operations and/or operations by different or larger aircraft. The analysis would be accomplished and documented as part of an Environmental Assessment for the proposed runway extension.

5.3.2 SOCIAL IMPACTS

Other than noise impacts as described above, the developments proposed in this Master Plan Update are not expected to generate substantial adverse social impacts, disrupt planned developments, create an appreciable change in employment, or alter surface transportation patterns.

The *Monroe County Year 2010 Comprehensive Plan* identifies EYW as the primary public aviation facility in Monroe County (Monroe County Comprehensive Plan 1997). The comprehensive plan acknowledges projected demands and proposed projects as identified in the 1991 Airport Master Plan (PBS&J 1991) and discusses constraints (site limitations and surrounding land uses) at the airport.

C1 375-01 Bayview Highway, near I-95, Figure 5.2 2002 Noise Contours, LAV 09/04/03

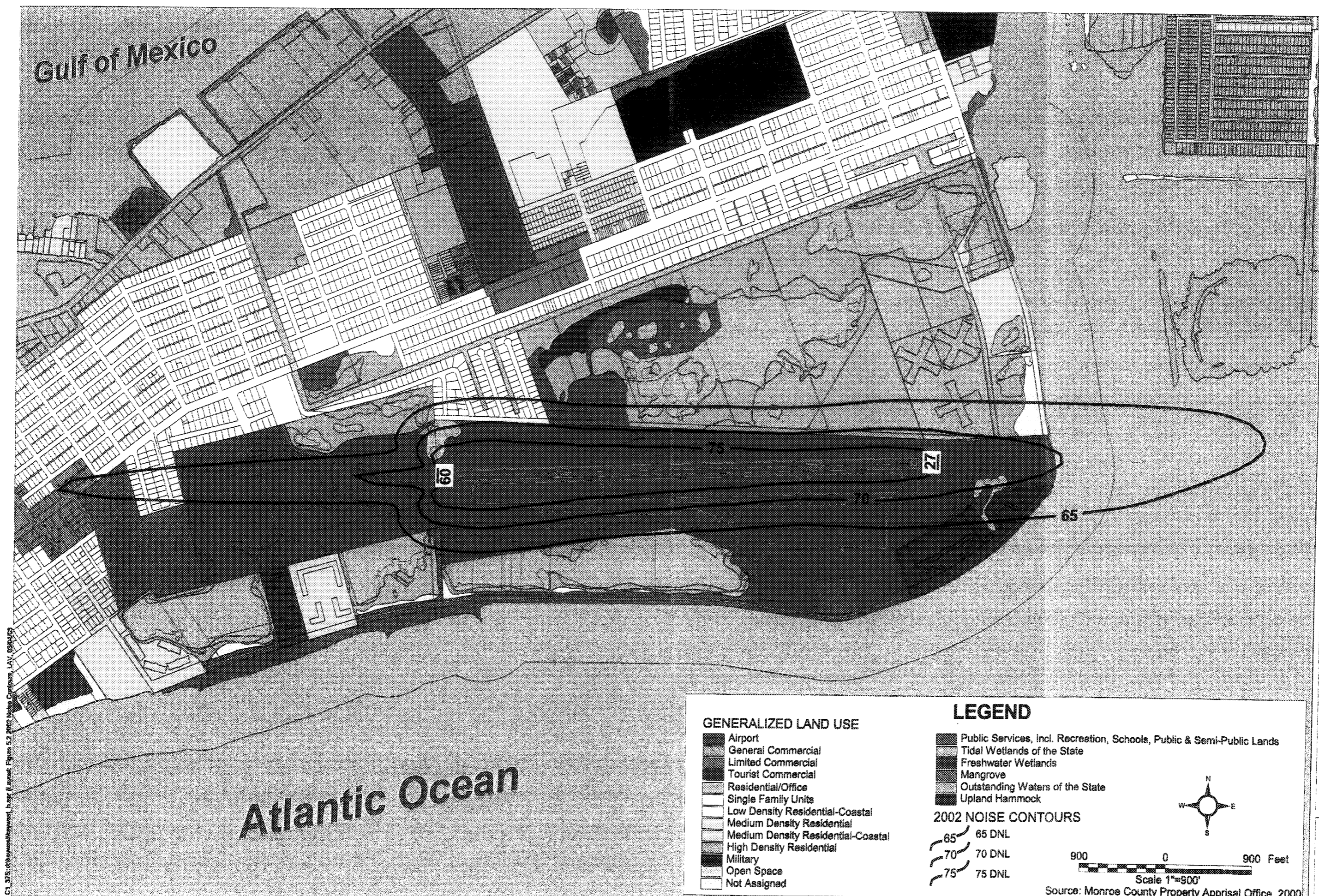


FIGURE:
5.2

2002 NOISE CONTOURS



Key West International Airport
Monroe County, Florida
Master Plan Update



CL 375-01-RoadwayWaypanel, hwp (LAYOUT) Figures 5.3 2021 Noise Contours with Proposed Projects, LAV, 09/04/03

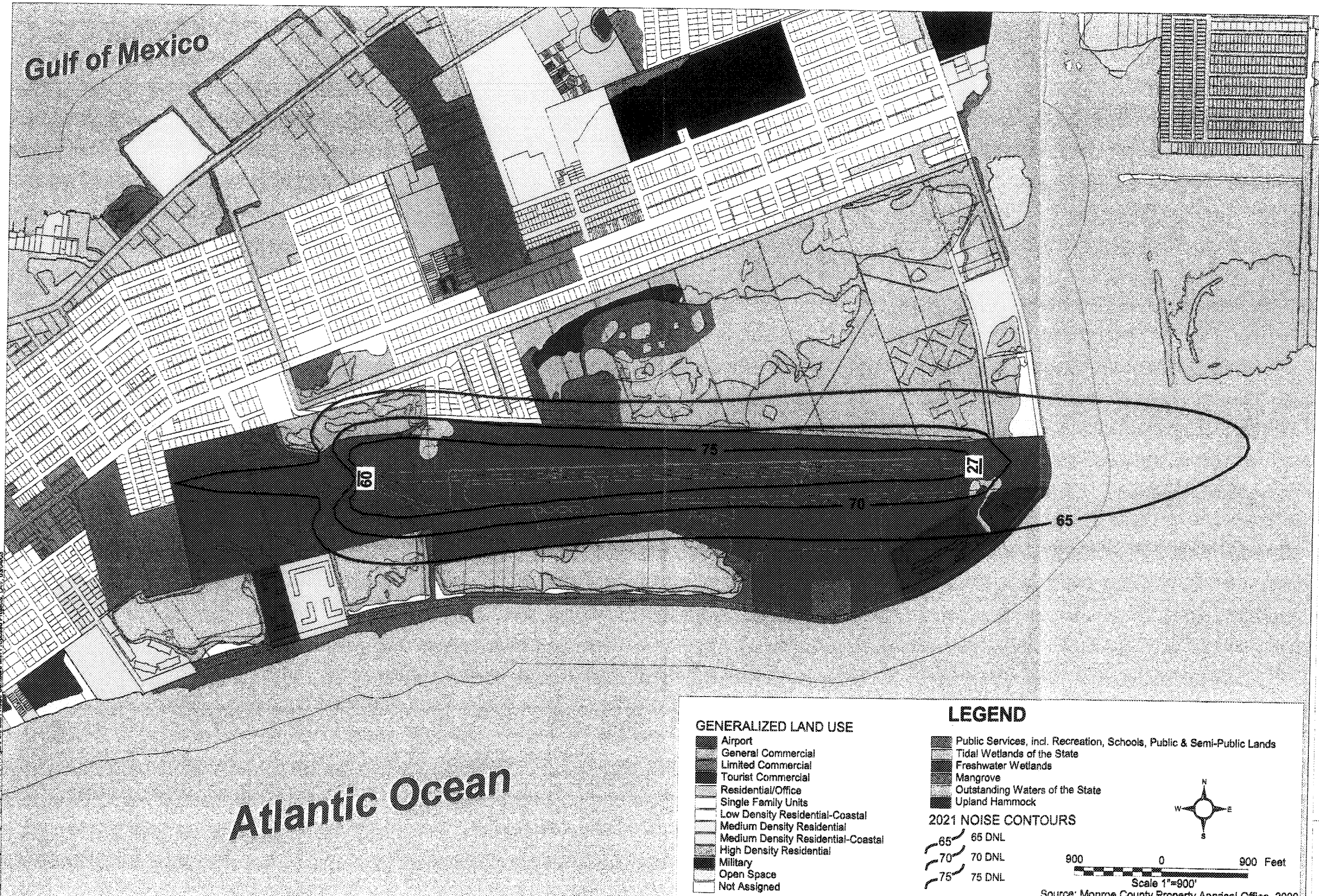


FIGURE:
5.3

2021 NOISE CONTOURS
WITH PROPOSED PROJECTS



TABLE 5.2

FEDERAL AVIATION REGULATION 14 CFR PART 150
LAND USE COMPATIBILITY WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS
Key West International Airport
Master Plan Update

Yearly Day-Night Average Sound Level (DNL)

Below 65 Decibels	65-70 Decibels	70-75 Decibels	75-80 Decibels	80-85 Decibels	Over 85 Decibels
------------------------------	---------------------------	---------------------------	---------------------------	---------------------------	-----------------------------

Residential

Residential (Other than mobile homes & transient lodges)

Mobile Home Parks

Transient Lodging

Y	N	N	N	N	N
Y	N	N	N	N	N
Y	N	N	N	N	N

Public Use

Schools

Hospitals, Nursing Homes

Churches, Auditoriums, Concert Halls

Governmental Services

Transportation

Parking

Y	N	N	N	N	N
Y	25	30	N	N	N
Y	25	30	N	N	N
Y	Y	25	30	N	N
Y	Y	Y ²	Y ³	Y ⁴	Y ⁴
Y	Y	Y ²	Y ³	Y ⁴	N

Commercial Use

Offices, Business & Professional

Wholesale & Retail Building Materials, Hardware & Farm Equipment

Retail Trade - General

Utilities

Communications

Y	Y	25	30	N	N
Y	Y	Y ²	Y ³	Y ⁴	N
Y	Y	25	30	N	N
Y	Y	Y ²	Y ³	Y ⁴	N
Y	Y	25	30	N	N

Manufacturing & Production

Manufacturing, General

Photographic and Optical

Agriculture (Except Livestock) & Forestry

Livestock Farming & Breeding

Mining & Fishing, Resource Production & Extraction

Y	Y	Y ²	Y ³	Y ⁴	N
Y	Y	25	30	N	N
Y	Y ⁶	Y ⁷	Y ⁸	Y ⁸	Y ⁸
Y	Y ⁶	Y ⁷	N	N	N
Y	Y	Y	Y	Y	Y

Recreational

Outdoor Sports Arenas, Spectator Sports

Outdoor Music Shells, Amphitheaters

Nature Exhibits & Zoos

Amusement, Parks, Resorts, Camps

Golf Courses, Riding Stables, Water Recreation

Y	Y ⁵	Y ⁵	N	N	N
Y	N	N	N	N	N
Y	Y	N	N	N	N
Y	Y	Y	N	N	N
Y	Y	25	30	N	N

TABLE 5.2

**FEDERAL AVIATION REGULATION 14 CFR PART 150
LAND USE COMPATIBILITY WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS
Key West International Airport
Master Plan Update**

NOTE: The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties remains with the local authorities. FAA determinations under Part 150 are not intended to substitute Federally determined land use for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise-compatible land uses.

KEY TO TABLE:

SLUCM	Standard Land Use Coding Manual.
Y (Yes)	Land Use and related structures are compatible without restrictions.
N (No)	Land Use and related structures are not compatible and should be prohibited.
NLR	Noise Level Reduction (outdoor to indoor) are to be achieved through incorporation of noise attenuation into the design and construction of structure.
25,30, or 35	Land use and related structures are generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated in design and construction of structure.

¹ Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor NLR of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

² Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of the buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.

³ Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of the buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.


⁴ Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of the buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.

⁵ Land use compatible provided special sound reinforcement systems are installed.

⁶ Residential buildings require an NLR of 25 dB.

⁷ Residential buildings require an NLR of 30 dB.

⁸ Residential buildings not permitted.

 Noncompatible land use.

Source: 14 CFR FAR Part 150, Appendix A, Table 1 (28 December 1995).

5.3.3 AIR QUALITY

The U.S. Environmental Protection Agency (EPA) and the Florida Department of Environmental Protection (DEP) share regulatory authority over air quality in Monroe County, which includes EYW. The EPA has established National Ambient Air Quality Standards (NAAQS) to protect public health, the environment, and the quality of life from the detrimental effects of air pollution. The standards have been set for the following criteria pollutants: carbon monoxide (CO), lead (Pb), oxides of nitrogen (NO_x), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and sulfur dioxide (SO₂). The Florida DEP has adopted these same standards.

In accordance with the Clean Air Act Amendments (CAAA) of 1977, all areas within the State of Florida are designated with respect to the NAAQS as attainment, nonattainment, or maintenance. An area with air quality better than the NAAQS is designated as attainment, an area with air quality worse than the NAAQS is designated as non-attainment, and an area that is in transition back to attainment is designated as attainment/maintenance. Monroe County is classified as attainment for all criteria air pollutants.

Since the existing and forecasted levels of general aviation aircraft operations are below the FAA's threshold of 180,000 annual operations, and the existing and forecasted number of annual passengers are below 1.3 million, a detailed air quality analysis should not be required for the evaluation of the Master Plan's proposed project's affect on air quality. However, the scoping process for the environmental study for the proposed airport projects will help establish the documentation and analysis requirements necessary for an EA or EIS. In any case, the study will include a discussion of any measures to be incorporated in the action to minimize air quality effects, including control of air pollution during construction.

5.3.4 WATER QUALITY

In general, nearshore waters of the Keys area have already been impacted by human activity. There are numerous activities that affect water quality, to varying degrees, in the Keys. Such activities include wastewater treatment discharges, septic tanks, urban runoff, inactive landfills and abandoned dumps, marinas and live-aboard vessels, and seafood processing facilities (*Monroe County Comprehensive Plan*, 1997).

Water quality issues on airports normally involve storm water runoff and potential impacts related to spills and/or releases of pollutants (e.g., aircraft fuel). EYW is subject to several environmental regulations and permit conditions in regard to storm water discharge, fuel storage, spill prevention, and pollution control.

Water resources potentially affected by airport operations and the Master Plan's proposed projects are salt ponds, tidal swamps, ground water, and adjacent coastal waters. The proposed projects at the airport include additional fill embankments and additional impervious, paved surfaces that will generate some increase in storm water runoff. Currently, a portion of the storm

water runoff at the airport is receiving some pre-treatment and is discharged into wells located on airport property.

The proposed runway extension and RSA projects will also have the potential to generate temporary water quality impacts during construction. Erosion and sedimentation during construction can be minimized through the use of Best Management Practices (BMPs).

The designation of the Florida Keys as an Area of Critical State Concern and as having Outstanding Florida Waters provides an emphasis on maintaining water quality in the Florida Keys area. The evaluation of impacts associated with the proposed airport projects in an environmental study will require particular attention to water quality issues.

5.3.5 DEPARTMENT OF TRANSPORTATION ACT, SECTION 303(C) (FORMERLY SECTION 4(F))

Section 303(c) of the DOT Act, Title 49 U.S. Code, provides protection for special properties, including publicly owned parks, recreation areas, wildlife and waterfowl refuges, or significant historic and archeological sites. Section 303 prevents the approval of a proposed Federal action that requires the use of these special properties unless no feasible and prudent alternative exists and the project includes all possible planning to minimize harm to the resource resulting from such use.

A public park and museum (Martello Gallery-Key West Art and Historical Museum) are located on airport property between the terminal automobile parking lot and South Roosevelt Boulevard (A1A). The Martello Gallery-Key West Art and Historical Museum is listed on the National Register of Historic Places. A public swimming beach (Smather's Beach) is located along the south side of South Roosevelt Boulevard, across from the airport. Little Hamaca City Park - Key West Salt Ponds is located on the north side of the airport on Government Road.

The operation of the airport and the projects proposed in this master plan are not expected to require the use of, or substantially impact, any existing public park, recreation area, or wildlife refuge.

The construction of the standard RSA would involve an abandoned military bunker (East Martello Battery Bunker) on property that had been transferred from the US Department of Defense to the County for airport use. The deed transferring the property includes reference to the bunker being eligible for listing in the National Register of Historic Places. The bunker, part of a Cold War-era missile site, would be affected by construction, and likely environmental mitigation requirements, if the standard RSA were implemented. In accordance with the terms of the deed, any proposed impact to the bunker will require coordination and approval of the State Historic Preservation Officer. This potential impact will have to be evaluated in environmental studies prepared in advance of the proposed runway projects.